

Engagement Summary

**Public Comments
and Surveys**

Fall 2023



Public Engagement Summary of Input

During the Fall 2023 Public Engagement of the US 287 Vision Zero Safety & Mobility Study, a self-paced virtual Open house was available from August 21 – September 17, 2023 for the public to learn about the study's progress to date, including safety analysis, recommendations, and a concept for a proposed walk-bike path. The meeting also collected public feedback through a comment form, surveys, and an interactive map.

Primary Engagement Goals

- ▶ Gather feedback on proposed safety recommendations
- ▶ Learn about key destinations and support for the proposed walk and bike path
- ▶ Share information about the proposed median barrier

PUBLIC INPUT & ENGAGEMENT

208 Total Participants

98 Open-Ended Responses

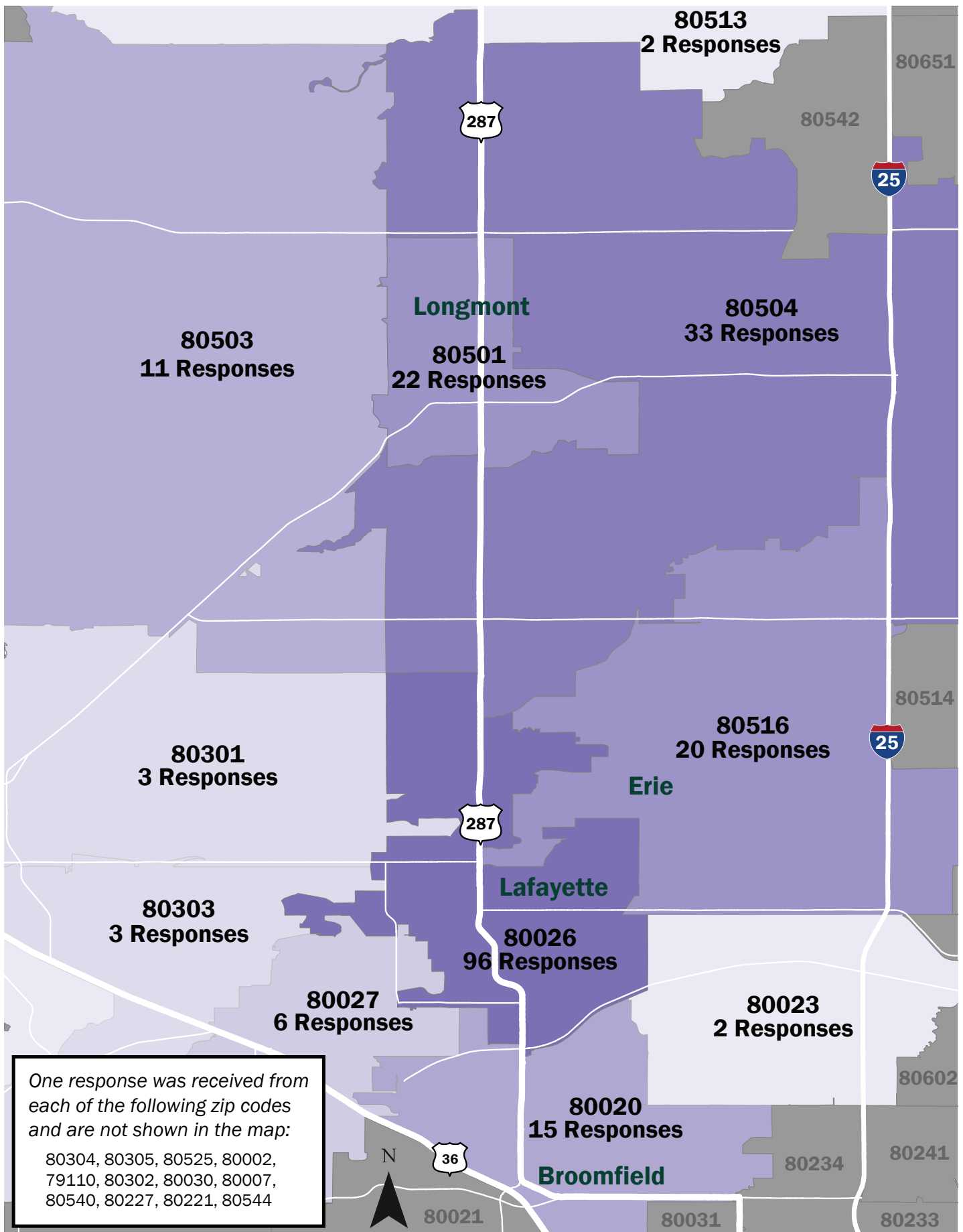
82 Map Comments

23 Zip Codes Represented

Top Three Zip Codes: 80026, 80504, 80501



Survey Responses by Zip Code



Open-Ended Comment Summary

In this phase of public engagement, community members had the opportunity to submit open-ended feedback via:

- ▶ Median Barrier Survey
- ▶ Walk & Bike Path Survey
- ▶ Safety Recommendation Map Survey
- ▶ Email



Word Cloud compiled from all open-ended comments.

The following broad themes were identified following analysis of all open-ended comments:

Safety

Speed

Traffic Operations

Enforcement

Bike & Pedestrian

Development

Median

Transit

Other

Open-Ended Comment Themes

Theme percentages do not add up to 100% due to some comments addressing more than one theme.

Safety

is mentioned in
79%
of all comments

Many comments explicitly acknowledge one or more safety problems along the corridor.

- Support safer infrastructure for bicyclists and pedestrians.
- Need for signage and visibility improvements along the corridor.

Project Impact

This study has recommended many safety improvements for intersections and sections throughout the corridor, including developing concept designs for five locations. Safety recommendations include: advance warning signs and flashing beacons to increase driver awareness of upcoming intersections; raised crossings at some right-turn bypass lanes and improved crosswalk striping to improve the visibility of people walking and bicycling; and a weather station to support proactive snow plowing.

Speed

is mentioned in
32%
of all comments

Vehicle speed is a top concern for a number of residents, with a focus on both the lowering of speed limits and enforcement of existing and future speed limits.

- Lowering the speed limit to 45 mph is requested along the more developed segments of the corridor.
- Two comments suggested the speed is currently too slow, mainly due to the number of traffic signals and high traffic volume.

Project Impact

CDOT completed a speed study to evaluate potentially reducing posted speed limits through Lafayette. The results of the study should be available in early 2024. Traffic signal timing coordination to the posted speed limit in urban areas is recommended in the near-term.

Traffic Operations

is mentioned in
30%
of all comments

Traffic patterns and signal timing are impacting roadway users and decreasing safety along the corridor.

- Signal timing affects motorists who may not have enough time to execute turning movements or find that they are frequently stopped at signals.
- People trying to bicycle or walk across intersections noted that they do not have enough time to cross at some signals.
- A number of comments requested traffic signals at currently unsignalized intersections, noting an increase in traffic volumes due to new development.
- Some comments asked for restricting right-on-red turns.

Project Impact

Signal timing evaluations are recommended at all signalized intersections along the corridor. Protected left turn signal operations to reduce broadside crashes and increase safety for crossing bicyclists and pedestrians are recommended at key intersections. No Right Turn on Red is recommended for many signalized intersections in urbanized sections of Longmont and Lafayette.



Open-Ended Comment Themes

Theme percentages do not add up to 100% due to some comments addressing more than one theme.

Enforcement

is mentioned in
26%
of all comments

Many comments reflect on the need for increased enforcement along the corridor.

- Motorists frequently run red lights.
- Municipal revenue from traffic enforcement (i.e. tickets) could be used to fund the implementation of this study's recommendations.

Project Impact

Increased enforcement, including speed photo radar, is recommended corridor-wide.

Bike & Pedestrian

is mentioned in
25%
of all comments

One out of four comments note that US 287 is currently unsafe and uncomfortable for people walking and bicycling.

- Many comments indicate a need for safer bicycle and pedestrian facilities and intersection crossings along the corridor.
- Focus on increasing safety for school children and other vulnerable users.
- Five comments suggest that driving should be the transportation mode of highest priority.

Project Impact

Pedestrian/bicycle-focused recommendations include intersection improvements such as turning radius reduction to slow vehicle speeds and crosswalk "bulbouts" in some locations to shorten pedestrian crossing distances. A separate walk and bike feasibility analysis was completed and the preferred alignment recommended.

Development

is mentioned in
15%
of all comments

Impacts from growing development along the corridor contribute to safety issues and decrease comfort along the corridor.

- Development along and near 287 has contributed to increased traffic volume.
- Noise and exhaust from vehicle traffic – especially trucks – discourage bicyclists and pedestrians from using 287 as well as affect nearby residents' quality of life.

Project Impact

Many recommendations have been included to improve safety in response to traffic volumes along the corridor, including engineering mitigations to reduce speeds, improve traffic signal operations, and increase the safety of people walking and bicycling.



Open-Ended Comment Themes

Theme percentages do not add up to 100% due to some comments addressing more than one theme.

Median

is mentioned in
10%
of all comments

Many comments are in favor of a median barrier to improve safety along the corridor.

- It is important to consider design factors such as safety of U-turns.
- Some comments note that the median barrier alone will not address an underlying safety concern of excessive speeds.

Project Impact

As part of this study, a 12-mile median barrier concept for two rural segments of US 287 has been developed, and planning-level analysis of U-turn movements and locations conducted. Boulder County has applied for a \$21 million grant to install the median barrier.

Transit

is mentioned in
5%
of all comments

Improved transit service would increase connectivity and reduce vehicle volumes along the corridor.

- Comments generally favor Bus Rapid Transit, though some comments indicate concern about limited bus service, or a preference for light rail service instead.
- There is interest in integrating transit improvements with safe infrastructure for pedestrians and bicyclists traveling to and from transit stops.

Project Impact

All future BRT stops along the corridor were evaluated for safety improvements, including opportunities to increase access to and from the stops for people walking and bicycling. When applicable, the conceptual designs developed in this study incorporated future BRT operations, such as bypass lanes.

Other

is mentioned in
14%
of all comments

Other comment themes include use of funding, technology, and agency collaboration.

- Some comments indicated frustration that funding is not being used to address speed-related issues, and a few other comments opposed this study and its recommendations more generally as a poor use of public funds.
- There is interest in EV charging options along the corridor.
- A few comments indicated that agency collaboration on this corridor can be confusing or unclear, and community members' complaints have been unaddressed.

Project Impact

All community feedback from this study will be communicated to the US 287 Coalition, which is comprised of local elected officials and staff for the communities of Fort Collins, Berthoud, Loveland, Longmont, Erie, Lafayette, and Broomfield, as well as transportation partners like NFRMPO, DRCOG, RTD, and CDOT.



Individual Survey Results

Following presentation of the proposed walk and bike path and median barrier concept, community members were invited to fill out surveys regarding current travel behaviors, expected usage of new facilities, and other thoughts regarding the proposed improvements.

WALK & BIKE PATH SURVEY - 60 PARTICIPANTS

What mode do you currently use to travel on or across US 287? Participants can select multiple modes.

59 out of 60 participants note that they **drive** on the corridor.

In addition to driving:

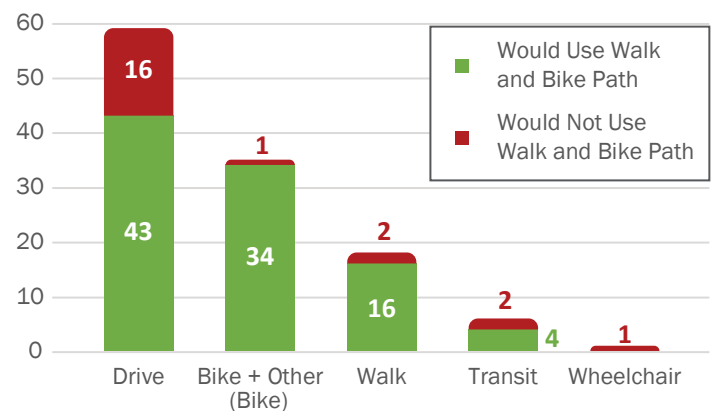
35 participants also **bike** on the corridor.

18 walk

6 take **transit**

And **1** participant indicated that they travel by **wheelchair** on the corridor.

Participants across transportation modes were asked if they would use the proposed walk and bike path. Nearly all participants who travel the corridor by bike indicated they would use the path, whereas about three in four drivers indicated they would.

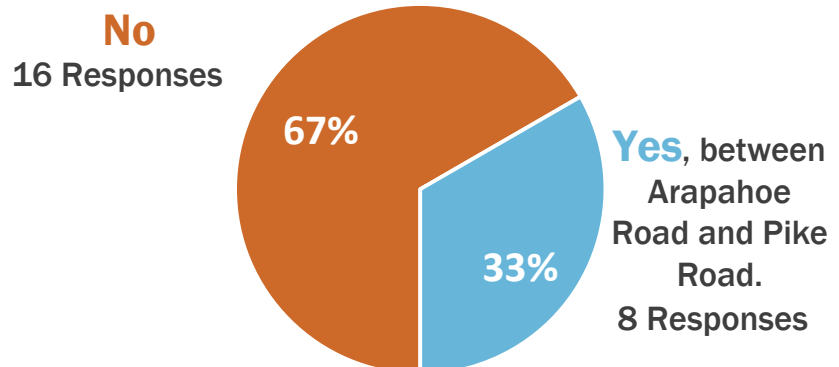


MEDIAN BARRIER SURVEY - 24 PARTICIPANTS

The majority of open ended responses to the median barrier survey were in support of the project, while some indicated that a median barrier is a step in the right direction but alone would not be enough to improve safety along the corridor. Several comments suggested modifications and considerations for the median barrier, such as extending it or locating in other areas, but there was no direct opposition to the median barrier concept in this survey.

As this project moves forward into design, the project team will continue to conduct outreach with property owners along the corridor.

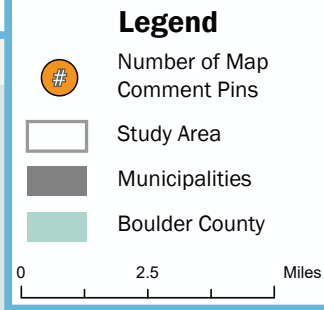
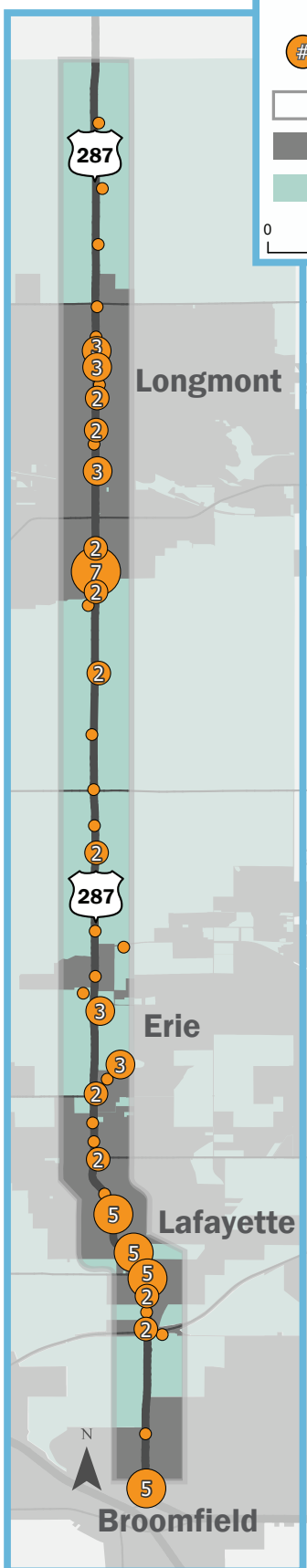
Do you live or own property along US 287 in the proposed median barrier area?



Note: No participants answered that they live or own property in the proposed median barrier area north of Longmont.

Individual Survey Results

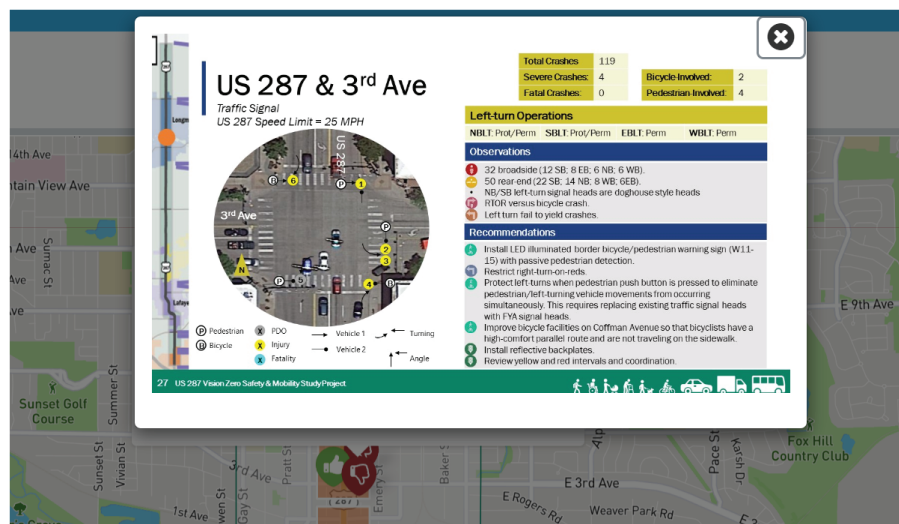
Location and Distribution
of Map Comments:



SAFETY IMPROVEMENTS MAP SURVEY - 32 PARTICIPANTS

82 MAP COMMENTS

Recommended safety improvements were displayed on an interactive map platform for community members to review and provide their feedback in the form of map pins.



Many participants provided "other suggestion" map comments with insights into traffic patterns and issues at specific intersections. Some comments indicated concerns with how certain safety improvements such as eliminating right turn on red would impact traffic flow at several intersections, and several comments expressed concern with high speeds throughout the corridor and unsafe conditions for bikes and pedestrians.

